



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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Memorandum

October 12, 2009
Agenda Item 4.5

DATE: October 1, 2009

TO: Plans and Programs Committee

FROM: Vivek Bhat, Associate Transportation Engineer

RE: 3-Year Project Study Report / Project Initiation Document (PSR / PID) Priority List for Alameda County

Action Requested

It is recommended that the Board approve the 3-year PSR / PID priority list for Alameda County (FY 2010/11, 2011/12 and 2012/13). A Project Study Report is a document that details a scope, cost and schedule of a proposed project and is required to be completed prior to receiving programming in the State Transportation Improvement Program (STIP). The ACCMA has been requested by Caltrans to provide a 3-year PSR / PID priority list for Alameda County (FY 2010/11, 2011/12 and 2012/13) in order to anticipate the level of Caltrans District 4 staff resources needed to prepare PSRs or provide PSR oversight for Alameda County. ACTAC is scheduled to consider this item on October 6th. Staff will present a draft priority list at the meeting.

Next Steps

The list will be forwarded to the CMA Board for consideration. The approved list will be transmitted to Caltrans.

Information

At the beginning of the calendar year, the Department of Transportation (Caltrans) requested the ACCMA to provide a prioritized list of proposed PSRs for FY 2009/10 in order to anticipate the level of District 4 staff resources needed to prepare PSRs or provide PSR oversight for Alameda County. The prioritized list of proposed FY 2009/10 PSRs was approved by the CMA Board and transmitted to Caltrans in April.

Later this year, the State considered substantially revising the PSR/PID process through bills in the state budget process which included language that would require Caltrans to be reimbursed for preparation of PIDs and participation in studies sponsored by other entities during FY 09/10 and beyond. The bills also proposed that Caltrans would be reimbursed for Independent Quality Assurance (IQA) activities on work done by local entities.

Although the bills did not pass as initially proposed, the final language included a requirement directing Caltrans to convene a working group in partnership with local agencies to identify options to share costs, lower costs, streamline procedures, and reduce delays associated with project initiation documents.

Based on this requirement Caltrans formed two working groups: (1) the PID Streamlining Working Group that has a mission to improve the effectiveness and efficiency of the PID process and (2) the PID Strategic Planning Group to address the strategic planning side of the PID process.

Caltrans has requested the ACCMA develop a 3-Year PID Strategic Plan for Alameda County (as opposed to the current 1-Year workplan process) as recommended by the PID Strategic Planning Group. The 3 year period is for FYs 10/11, 11/12 and 12/13. The intent of this approach is to better link the need/production of PIDs to upcoming funding sources (STIP, SHOPP and others) in a more forward looking manner; thereby, resulting in having the right PIDs ready for programming, better use of PID resources and a reduction in shelf PIDs.

In the past we have used a Tier-1 (current year) and Tier-2 (subsequent years) prioritization approach. Caltrans had requested this 3-year prioritized list by October 1, 2009. Given the short lead time, CMA staff is working on a draft list that distributes the FY 2009/10 proposed Tier-2 PIDs into the 3 fiscal years referenced above. The draft staff proposal will be transmitted to Caltrans and distributed to ACTAC and the Board. Staff will submit revisions to the 3-year prioritized list as required based on input from ACTAC and the Board. The committee is requested to review the 3-year prioritized list and provide input / comments at its October 12th meeting.

Attachment

PROPOSED ACCMMA 2009/10 STIP (Non-SHOPP) PID Workplan**Tier 2 Projects for future fiscal years**

| PID Status | LEAD or QA | Route | Begin Post-mile | End Post-mile | Improvement Description & Location | Project Sponsor | Type of PID | Fund Sources | Proposed PID | Completion Date | EA | Comments |
|-----------------------------------|------------|-------|-----------------|---|------------------------------------|-----------------|-------------|--------------|--------------|-----------------|-----|--|
| Proposed for work in future years | QA | TBD | TBD | East 14th Street Streetscape Project – 150th Avenue to Blossom Way | San Leandro | PSR | TBD | TBD | TBD | TBD | TBD | |
| Proposed for work in future years | 80 | TBD | TBD | Widen I-80 Eastbound Powell Street Off-ramp in Emeryville | Emeryville | PEAR | 1.8 | FY 09/10 | FY 10/11 | | | |
| Proposed for work in future years | QA | 80 | 4.2 | Interchange modification - I-80 & Hwy 13 Ashby Ave in Emeryville & Berkeley | Emeryville | PSR | TBD | 23.0 | TBD | TBD | TBD | 25620K |
| Proposed for work in future years | TBD | 84 | TBD | Widen roadway From I-680 to south of Isabel I/C Auxiliary lanes, HOV/HOT lane. Widen SR-84 from Pigeon Pass to I-680. SB I-680 aux lane from SR-84 to Andrade. NB I-680 HOV/HOT lane from Alameda Creek to Sr 84. | TBD | TBD | TBD | TBD | TBD | TBD | TBD | |
| Proposed for work in future years | TBD | 84 | TBD | Construct NB 880 off ramp and signalize the ramp intersection with Industrial Parkway West.-Phase 1 | TBD | TBD | TBD | TBD | TBD | TBD | TBD | Project Identified in Triangle Study - Ranked #12 (hwy). |
| Proposed for work in future years | QA | 92 | TBD | Replace the existing EB to NB 880 access by constructing a NB 880 loop ramp. Modify the SB on-ramp to include HOV lane.-Phase 2. | TBD | TBD | TBD | TBD | TBD | TBD | TBD | |
| Proposed for work in future years | QA | 92 | TBD | Clewitter I/C modification | TBD | TBD | TBD | TBD | 52.0 | TBD | TBD | TBD |
| Proposed for work in future years | QA | 238 | TBD | Widen connector to NB 880 | TBD | TBD | TBD | TBD | 31.0 | TBD | TBD | TBD |
| Proposed for work in future years | QA | 580 | TBD | Integrated Corridor Mobility (ICM) Program and adaptive ramp metering | TBD | TBD | TBD | TBD | 32.5 | TBD | TBD | TBD |
| Proposed for work in future years | QA | 580 | TBD | Ramp modifications Strobridge/Castro Valley I/C Right of way preservation from Greenville Rd to Foothill Blvd. | TBD | TBD | TBD | TBD | 21.0 | TBD | TBD | TBD |
| Proposed for work in future years | TBD | 580 | TBD | ACCMMA | TBD | TBD | TBD | TBD | TBD | TBD | TBD | Project Identified in Triangle Study. |
| Proposed for work in future years | TBD | 580 | TBD | WB auxiliary lane First St. to Isabel Phase 1 add EB auxiliary lanes EB from Isabel to First St. | TBD | TBD | TBD | TBD | TBD | TBD | TBD | Project Identified in Triangle Study - Ranked #2 (hwy). |
| Proposed for work in future years | TBD | 580 | TBD | Phase 2 add EB mixed flow lanes from Santa Rita Rd. to Vasco Rd. | TBD | TBD | TBD | TBD | TBD | TBD | TBD | Project Identified in Triangle Study - Ranked #6 (hwy). |
| Proposed for work in future years | TBD | 580 | TBD | EB HOV/HOT lane Foothill Blvd to Hacienda Rd | TBD | TBD | TBD | TBD | TBD | TBD | TBD | Project Identified in Triangle Study - Ranked #10 (hwy). |
| | | | | | | | | | | | | Project Identified in Triangle Study - Ranked #11 (hwy). |

PROPOSED ACCMA 2009/10 STIP (Non-SHOPP) PID Workplan

Tier 2 Projects for future fiscal years

| PID Status | LEAD or QA | Route | Begin Postmile | End Postmile | Project Sponsor | Type of PID | Fund Sources | Project Cost (\$M) | Proposed Date | Proposed PID | Completion Date | EA | Comments |
|-----------------------------------|------------|-------|----------------|--------------|--|-------------|--------------|--------------------|---------------|--------------|-----------------|-----|---|
| Proposed for work in future years | QA | 580 | TBD | TBD | WB HOV/HOT lane and ramp metering east of Greenville Rd. to west of Foothill Blvd. | TBD | TBD | TBD | TBD | TBD | TBD | TBD | |
| Proposed for work in future years | LEAD | 580 | 39.9 | TBD | Construct Noise Barrier between MacArthur Blvd. and Kingsland Place | TBD | NBSSR | TBD | TBD | TBD | TBD | TBD | |
| Proposed for work in future years | LEAD | 580 | TBD | TBD | Construct Noise Barrier between 98th Ave. and Foothill Blvd. | TBD | NBSSR | TBD | | TBD | TBD | TBD | |
| Proposed for work in future years | TBD | 680 | TBD | TBD | Ramp metering | TBD | TBD | TBD | TBD | TBD | TBD | TBD | Project identified in Triangle Study - Ranked #3 (hwy). |
| Proposed for work in future years | TBD | 680 | TBD | TBD | SB HOV/HOT lane from Alcosta Blvd. to SR-84. | TBD | TBD | TBD | TBD | TBD | TBD | TBD | Project identified in Triangle Study - Ranked #7 (hwy). |
| Proposed for work in future years | TBD | 680 | TBD | TBD | NB HOV/HOT lane from SR-84 to Alcosta Blvd. | TBD | TBD | TBD | TBD | TBD | TBD | TBD | Project identified in Triangle Study - Ranked #9 (hwy). |
| Proposed for work in future years | LEAD | 880 | 34.4 | 34.4 | Widen NB on-ramp @ Maritime Street in Oakland for HOV lane bypass | TBD | TBD | TBD | TBD | TBD | TBD | TBD | Project identified in Triangle Study - Ranked #9 (hwy). |
| Proposed for work in future years | QA | 880 | TBD | TBD | Washington to Leawelling I/C reconstruction | TBD | TBD | TBD | TBD | TBD | TBD | TBD | 2A450K |
| Proposed for work in future years | QA | 880 | TBD | TBD | Extend NB HOV lanes from Hacienda to north of Washington and north of Washington to Heggenberger | TBD | TBD | TBD | TBD | TBD | 208.0 | TBD | TBD |
| Proposed for work in future years | QA | 880 | TBD | TBD | Add NB & SB auxiliary lanes West A St. I/C to Winton I/C | TBD | TBD | TBD | TBD | TBD | 32.5 | TBD | TBD |
| Proposed for work in future years | QA | 880 | TBD | TBD | Industrial Parkway West I/C Improvements | TBD | TBD | TBD | TBD | TBD | 41.0 | TBD | TBD |
| Proposed for work in future years | QA | 880 | TBD | TBD | Add NB & SB auxiliary lanes Whipple Rd to Industrial Parkway West | TBD | TBD | TBD | TBD | TBD | 19.5 | TBD | TBD |
| Proposed for work in future years | QA | 880 | TBD | TBD | West A St. I/C reconstruction | TBD | TBD | TBD | TBD | TBD | 27.0 | TBD | TBD |
| Proposed for work in future years | QA | 880 | TBD | TBD | Winton I/C reconstruction | TBD | TBD | TBD | TBD | TBD | 25.0 | TBD | TBD |